

"...we do more than 25,000 tire changes a year-or about 70 tires each day. ...Since the treads on airplane tires wear much faster than sidewalls, retreading is a common practice. Our tires thus spend most of their productive life as retreads, and since recapping produces a lot less waste than discarding and replacing perfectly sound tire casings, using bias-ply tires makes environmental as well as economic sense."

*--Robert Crandall
Chairman
American Airlines*



Retread Tires Can Be A Win-Win Opportunity

Why buy retreads?

Because they are an excellent value!

When it comes to transporting people and goods, and maintaining highways, tires play a fundamental and irreplaceable role. As fleet managers, you know controlling costs in today's competitive economy is important. The basic reason any fleet buys retreads is to save money. There is also a secondary reason to buy retreads and just as important, and that is to save the environment. Save a buck and save the environment at the same time!

A retreaded tire costs less to produce than a new tire, and sells for less, for truck tires the cost is usually 30 to 50 percent of that of a new tire. In the manufacturing of a new tire, most of the cost is in the tire body; the casing. The wearing surface of the tire, the tread, is only a portion of the total cost of the tire. When a tire has become worn and is ready to be discarded, the bulk of its cost remains unrecovered. In fact, the casings life has just begun! The average casing can be retreaded three times and higher grade radial tire can be retreaded up to five times.

Are retreads really safe?

Safety is often mentioned as a reason not to buy retread tires. According to data gathered by the Tire Retread Information Bureau, most of the tire debris on our highways is caused by nail puncture; something that happens to new and retreads tires alike. This is closely followed by problems caused by underinflation, overloading, mismatching tires on dual wheel positions and other improper maintenance and inspection procedures. Again, something that can occur with retreads or new tires. The debris you see on the highways is as much from failure and abuse of new tires as it is of retreaded tires. Retreaded tires have been safely used on school buses, trucks, cars, airplanes, fire engines and other emergency vehicles for years.

What do retreads do for the environment?

- ✓ About 250 million tires were scrapped last year in the United States and the problem is growing by about two percent each year.
- ✓ Less than seven percent of scrap tires are recycled into other products; about 11 percent is used as fuel and another five percent is exported.
- ✓ The other 77 percent is disposed in landfills, stockpiled, or illegally dumped.
- ✓ An additional 34 million tires are retreaded and reused in the market place.



Team Tire, U.S. Army Tank-Automotive Command (TACOM),...have developed an innovative Retread Program...in order to achieve Operations and Support cost savings related to tire purchases. Retreads under this program have been tested to perform as good or better than new manufactured tires.

-- from the U.S. Army TACOM Tire Retread Program Implementation Guide

The tire piles from the disposal of hundreds of millions of tires each year is at crisis levels and has created some serious environmental problems and challenges. Scrap tires that are stockpiled or illegally dumped can create potential serious health hazards, such as mosquito infestation, and fire, which create air and water pollution and are difficult to control and clean up.

New tires are not only more expensive, they require more of our resources to manufacture. Generally, to produce a retread truck tire requires only about 7 gallons of oil compared to 22 gallons of oil for a new tire. And because tire casings can be retreaded up to five times, this helps retard the tire crisis. Every time a quality truck tire casing enters the retreading system, there could be as many as five fewer worn tires stockpiled, and the nation saved up to 75 gallons of oil. That amounts to tens of millions of tires each year that will not need to be stockpiled and hundreds of millions of gallons of oil that will not be needed to manufacture new tires. On top of that, we saved a bundle of money!

What's being done about it?

Business and industry are working on solutions to the tire problem and have had some successes, such as using ground rubber in asphalt surfacing. The federal government is also helping out. President Clinton signed Executive Order 12873 on October 20, 1993, which encouraged the use of retread tires by all federal agencies where practical. The U. S. Postal Service, Federal Express and United Parcel Service are just a few of the thousands of fleets routinely using retread tires, and these three organizations absolutely depend on their vehicles being there on time.

While these efforts are helping, the tire stockpiles are continuing to grow. You can help. Give them a try and see what you think for yourself. Retreads are safe, cost less and are a lot friendlier to the environment.

For more information about retreads contact EPA-New England at 1-800-906-3328.

Retread Tire Vendors

- ◆ Quirk Tire Company
Hudson, NH 603/882-8411
- ◆ Stratham Tire Company
Concord, NH 603/225-8473
- ◆ Tire Warehouse
Concord, NH 603/225-5563
- ◆ United Tire
Concord, NH 603/225-5563
- ◆ Commercial Tire
Littleton, NH 603/444-0912
- ◆ Stratham Tire
Portsmouth, NH 603/436-4081
- ◆ GCR Trucking
Manchester, NH 603/669-5432
- ◆ John's & Sons Tire Service
Manchester, NH 603/627-1585
- ◆ Tires Inc.
Bedford, NH 603/669-7057
- ◆ E & E Tire Co.
Burlington, VT 802/864-7759
- ◆ Goss Tire co.
St. Johnsbury, VT 1-800/427-3171
- ◆ Goss Tire Co.
Montpelier, VT 1-800/698-1450
- ◆ Goss Tire Co.
Burlington, VT 802/658-0126
- ◆ Goss Tire Co.
Rutland, VT 802/773-3360
- ◆ Goss Tire Co.
Morrisville, VT 1-800/868-7961

This list is not all inclusive nor is it an endorsement of these firms.

EPA, Region 1 New England
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